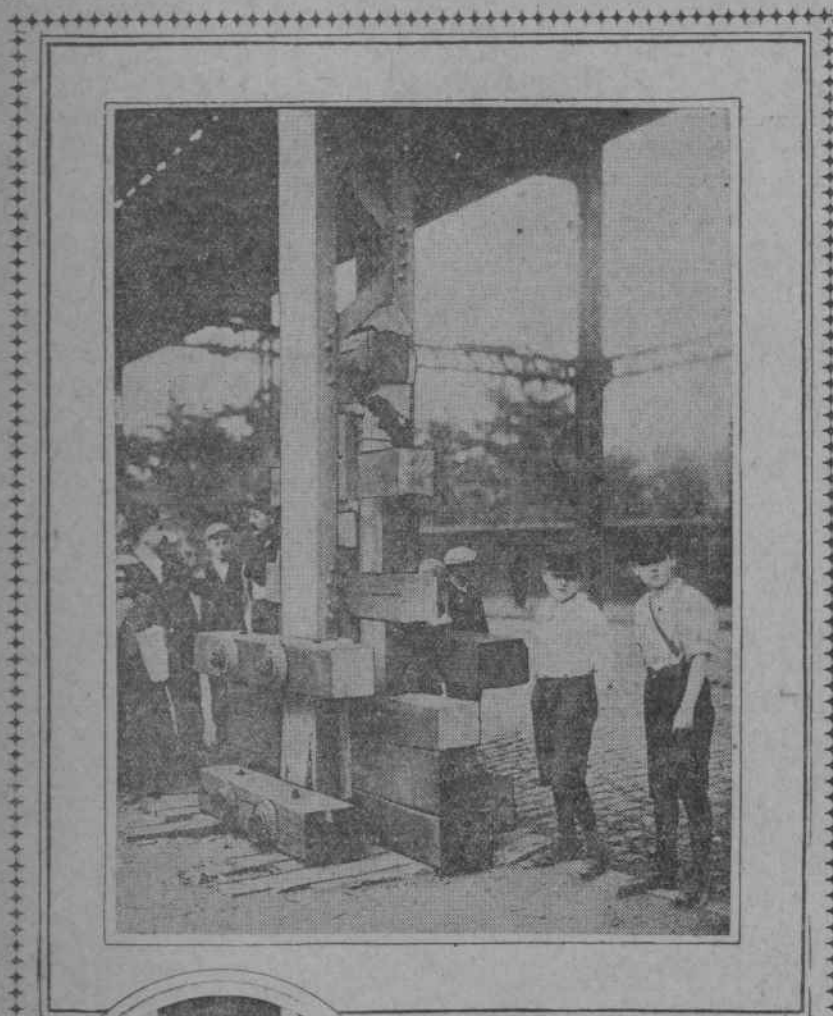


THURSDAY—Threatening. NEW YORK JOURNAL, JULY 20, 1899. THURSDAY—Threatening.



Shattered Brooklyn "L" Pillar Shored Up.
The larger illustration shows the method used to brace the column that was damaged by dynamite and the smaller one pictures the spit at the base of the pillar.

hit by a missile and hurt, as was Conductor 1509. The latter has a wounded ankle.

Joseph Devery, one of the Second Avenue strike leaders, said during the evening that he was confident the men would win. There were persistent rumors all the evening that the electricians and other power house men would quit.

One of the evening attacks of the night was made on a southbound car at Ninety-seventh street. Stones and bricks were hurled at the car. The patrolman's leg was broken and he was taken home in an ambulance.

His wound was dressed in a drug store, and he went home.

The crowd to prevent the car moving drove a spike in the slot. It struck so hard there that the police could not move it, and the repair wagon was sent for. Amid the jeers of the crowd the spike was withdrawn, and the car proceeded on its perilous trip.

Car Derailed at a Switch.

A switch was misplaced at One Hundred and Sixty-ninth street and at 9 p. m. a car was derailed. The motorman said: "I was so busy dodging rocks that I didn't time to watch switches," once more the repair wagon turned out. It took a long time to replace the car.

At about the same time a crowd placed a car on the tracks at Ninety-seventh street. The patrol wagon, accompanied by a galloping squad of mounted police, hurried down from the power house to the car.

One of the spies late on Tuesday night informed Captain Reynolds that a meeting had been held a short time before in Carberry Hall, No. 222 Atlantic avenue, by strikers who had been heard in other places to use threatening language, and the men had left bent upon using dynamite in some part of the city.

Captain Reynolds at once sent several detectives to Carberry Hall, but the place was dark, not a man was in the neighborhood, and the proprietors said that none of the men had been in the hall for a long time.

This hall is the regular meeting place of one of the local assemblies of the Knights of Labor of the Nassau line, and it was there that the men voted to go on strike last Saturday.

The detectives returned to Police Headquarters, but the attention of the police was again directed to Carberry Hall in less than two hours, when the police found dynamite explosion swept over South Brooklyn and spread terror in the homes of the people living in the neighborhood of Greenwood Cemetery.

Fifth avenue, near the cemetery, was deserted after midnight, and even the policemen who had been kept busy dispersing crowds, suddenly found themselves on the vigilance and sought a place to take a rest.

The cemetery cuts off Fifty-fifth street at the west end, and the elevated railroad pillars are located on opposite sides of the street on a straight line.

Blew Up a Pillar.

Somebody placed a dynamite cartridge at the base of a pillar on the east and west side of the street, and set them off with a few words of each other, presumably with an electric current from a portable battery.

The explosion was terrific, but fortunately there are no houses close by or the damage would have been greater and loss of life probable. The pillar on the east side, however, was blown up, but the one on the west side escaped with less injury.

The damage was not sufficient to render it unsafe, as the column was destroyed, and then the expert said yesterday that it would have been necessary to destroy three or four pillars before it would have been dangerous to the running of the road.

Very few people left their homes to investigate the cause of the explosion, as the rumor quickly spread that dynamite had been placed all along the elevated structure.

Captain Cullen, of the Hamilton avenue station, and Sergeant Evans, of the Fourth avenue station, turned out with the reserves, and in a few moments were hunting everywhere for a trace of the miscreant who had blown up the pillar.

Not a person could be found who had seen any one running away before or after the explosion, and the police believe that the blame was placed on the wrong person. Greenwood Cemetery afforded an excellent opportunity for the men to escape.

In fact, the police found after daylight footprints leading up to the pillar, but the tracks had evidently been made in a great hurry.

Fragments Damage Houses.

Fragments of the iron pillar were scattered in all directions. A piece about a foot long was driven through the brick wall of the house No. 822 Fifth avenue, and landed in the room where Giuseppe Bugli and his family were sleeping.

It broke the ceiling of the grocery store on the ground floor, and burst the gas and water pipes. A smaller section was carried about three blocks to a house on Fourth avenue, and smashed the window in the home of Thomas Devlin.

Many small pieces, about the size of a brick, were found in several frame buildings fully a thousand feet away.

No one was hurt, but it was not the fault of the men who fired the bomb.

Detective Chief MacKellar was asleep in his office in Police Headquarters when the report of the explosion was received from the Hamilton avenue station.

At 2 o'clock Captain Reynolds, with fifteen detectives, made another trip in patrol wagons to Carberry Hall. There were bright lights burning in the hall, and an air of revelry that was in striking contrast to the death-like silence found on the first visit.

STRIKERS ARRESTED FOR "BLOWING UP 'L' PILLAR."

Twenty-one Old Nassau Employees Accused of Conspiring to Dynamite Brooklyn Elevated Structure.

They Deny the Charge and Say They Know Nothing of the Attempt or the Man Who Swears to the Complaint.

THESE men were arrested by the police in Brooklyn on suspicion of being concerned in the blowing up with dynamite of a Fifth Avenue "L" pillar.

Thomas Cosgrove, No. 180 Rockaway avenue; John Dugan, motorman, No. 106 Sheffield avenue; Alexander Dugan, motorman, No. 120 Stockholm street; Owen Duffy, plasterer, No. 554 Linwood street; Joseph Fox, inspector, No. 190 Market street; William Fox, conductor, No. 1040 Dean street; Charles O. Gilder-sleeve, motorman, No. 2054 Dean street; Edward Goodbody, No. 2056 Dean street; John Guenther, conductor, No. 1414 Gates avenue; Charles Hammond, laborer, No. 231 Howard avenue; Hugh Higgins, No. 112 Hull street; James Keating, motorman, No. 32 Fanchon street; Frank Keegan, No. 128 Rockaway avenue; Louis Markowitz, motorman, No. 189 Rockaway avenue; John Maloney, motorman, No. 189 Rockaway avenue; John Mackey, printer, No. 159 Chester street; Frank Wall, motorman, No. 628 Herkimer street; Eugene O'Hare, conductor, No. 196 Rockaway avenue; Robert Segel, motorman, No. 15 Pleasant place; Patrick Ward, motorman, No. 251 Reid avenue; John Williams, clerk, No. 420 Warren street.

THE attempt to blow up a section of the Brooklyn Rapid Transit Elevated Railroad at Thirty-fifth street and Fifth Avenue shortly after 1 o'clock yesterday morning did not result as had been anticipated by the men who took part in it. However, it did confirm the information which Deputy Chief MacKellar received two days ago that several desperate men who belonged to the Nassau line had agreed to prevent traffic on all the lines, which would not go on a strike, by the use of dynamite.

While Deputy Chief MacKellar did not believe that the strikers would resort to dynamite to gain their ends, which might sacrifice the lives of many innocent persons, yet he sent detectives and spies into the labor camps all over Brooklyn by strikers who had been heard in other places to use threatening language, and the men had left bent upon using dynamite in some part of the city.

At 2 o'clock Assistant District Attorney Taylor appeared with a stranger, who was conducted to the private room of the Magistrate, and in about an hour Tyler appeared with an affidavit made by William Fox, conductor of the Nassau line, and the elevated railway structure with an explosive presumed to have been dynamite.

Asphy Spied on Them, He Says.

Asphy said in his affidavit that he attended a meeting of the strikers at Carberry Hall, on the evening of July 17, which continued until after midnight. The name of the chairman and secretary Asphy does not know, but says he can identify them.

The general situation of the strike was discussed by the men, and one of the speakers said that they were waiting to hear from the meeting in New York of the Knights of Labor and other railroads in Brooklyn.

"I've said the speaker, 'these men do not stand by us there are men here who will get dynamite and blow them to hell.' This statement was greeted by loud cries of 'wail' and others of more profane nature.

According to Asphy, on Tuesday afternoon he was standing in front of the store under Carberry Hall, when he saw a man named O'Hara and three others leave the place.

"We have the stuff with us," said one of the men, and Asphy says that they carried something wrapped in a brown paper which he saw them put in a bag.

Asphy looked at the prisoners and said that at least sixteen of them were in the hall when the plot to use dynamite was after the blowing up of the pillar. They were all held in \$750 bail for hearing on Friday morning by Magistrate Brenner.

Bail was furnished for most of them before night, and as fast as they left the prison they went to Granada Hall, the strikers' headquarters, in Myrtle avenue, where they were received with cheers and congratulations.

The men did not seem to be at all disturbed by the accusation of felony made against them, and, in fact, laughed at the statement of Asphy. They all denied having seen him before they met him in the court room, and said it was not possible for him to have been at the meeting on Monday night.

Denies Any Guilt.

"I never used," said O'Hara, the man directly accused of having dynamite with him, "the language that Asphy puts in my mouth, and I can prove by a hundred witnesses that I was not near Carberry Hall on Tuesday when Asphy says he saw me with three other men. I am in favor of the strike, but do not believe in using violence of any sort to gain a victory."

Captain Reynolds refused to give any information about Asphy, and the officials of the Rapid Transit Company's office were equally reticent. It was admitted that he had been working for the company, but it could not be learned in what capacity.



WOMEN LEADING A MOB THAT STOPPED A CAR IN UPPER SECOND AVENUE.

They put themselves at the head of a crowd of sympathizers with the strikers, called on the men to follow them and charged on the car, shouting to the motorman and conductor to abandon it. The police beat them back, and many of the women were thrown down and trampled upon.

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Arrest Twenty-one Strikers.

The detectives had no trouble in getting into the hall, and everybody was placed under arrest. Twenty-one prisoners were taken to the Adams street police station and locked up.

The charge on the blotter made against all of them was vagrancy.

When the prisoners were arraigned before Magistrate Brenner in the Adams Street Police Court yesterday morning, Captain Reynolds held a consultation with the Magistrate and the room was filled with all sorts of rumors as to the discoveries the police had made about the dynamite plot.

No one had been indicted, however, owing to the limited and inadequate evidence against the men, and the room was filled with all sorts of rumors as to the discoveries the police had made about the dynamite plot.

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NO CURE FOR STRIKE, RAILWAY BOARD HOLDS, PRESIDENT COLE ARBITRATION LAW, SAYS, IN

City Law Officers of Opinion That the Ordinances Prescribing Frequency of Service Also Afford NO REMEDY FOR THE PUBLIC Suffering from Obduracy of Companies.

"THERE is nothing to arbitrate," President Rossiter, of the Brooklyn Rapid Transit Company.

With a view to ascertaining what powers the State Railroad Commission might have in connection with the Manhattan and Brooklyn strike, the Journal submitted the following question yesterday to the Board at Albany:

"Under section 157 of the Railroad law, giving the Railroad Commission power to examine into the manner in which railroads are operated for the security and accommodation of the public, would you consider it within the duties of your commission to inquire into the present conditions of New York and Brooklyn street railways, whose accommodations to the public are limited and inadequate owing to differences between companies and employees which might be settled by lawful interference; such inquiry, of course, to be held upon proper application to the commission?"

Views of the Commission.

President Ashley W. Cole replied for the commission as follows:

"It is the belief of the Railroad Commission and all of its members individually that Section 157 of the Railroad law does not confer on the Board any power which could be invoked or exerted for the security and accommodation of the public under the circumstances which now affect the surface and elevated roads of Greater New York."

"The section was intended to cover the operation of railroads in respect to security and accommodations under normal conditions, and applies to the equipment of cars and the maintenance of tracks, with suitable devices to ensure safety of passengers and the accommodation of passengers with respect to seating, heating, lighting and keeping clean the cars, the requiring of sufficient car service, the issue of transfers and the like.

Arbitration Law Defective.

The Arbitration law of the State of New York is defective. If every workman in the whole city of New York should be on a strike with the most just of grievances, there is no power under the law to compel any employer of labor to give the slightest heed to the demands of men and public that a fair compromise be arranged.

Nations arbitrate. New York street car companies do not arbitrate.

If every society, club and public organization in New York should call upon the Brooklyn Rapid Transit Company and the Metropolitan Street Railway Company to listen to the requests of their employees and submit them to arbitration, the company officials could answer in the language of President Rossiter:

"There is nothing to arbitrate."

A State Board of Arbitration is in the city of New York waiting for an opportunity to be of service. Under the law it can do nothing but wait.

Strikers Are Willing.

The striking street railway employees in Brooklyn, who firmly maintain that they have grievances, have offered to abide by arbitration of any kind, whether before the

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At least twenty-four motormen employed on the Lenox avenue line declared early yesterday morning that they were ready to quit work when ordered, and they said that all the men in their depot would do the same.

Ninety-seven policemen were sent to the Lenox avenue power house, at One Hundred and Forty-sixth street, early in the morning. It was feared that one of the first outbreaks would happen there.

They were under command of Police Captain Kirschner and Matus. Later thirty-seven of them were taken away. The cars were running on very slow headway all day, and no attempt was made to follow schedule time.

The Lenox avenue power house has 121 fuses. It supplies power to Lenox avenue, Lexington avenue, from One Hundred and Fourth to One Hundred and Twenty-ninth street; Madison avenue, Eighth avenue and Second avenue, north from Ninety-sixth street. The other power house is in East

Twenty-sixth street. It supplies the lower parts of Second avenue, Madison and Eighth avenues.

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We never realize the value of health until it is gone. When old time strength and vigor are wanting, purify the blood by taking Hood's Sarsaparilla; soon restored appetite, perfect digestion, steady nerves and even temper will prove it is bringing back the glow of perfect health.

Liver Troubles.—My wife and I are advanced in years and have derived great benefit from Hood's Sarsaparilla for liver and stomach. We do not think of being without it and Hood's Pills. Hiram Hervey, Blissfield, Mich.

Hood's Sarsaparilla
Never Disappoints

ARROW BRAND
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EDRICK
CLUETT PEABODY & CO. MAKERS

Dr. Lyon's
PERFECT
Tooth Powder
Used by people of refinement for over a quarter of a century.

REWARDS OFFERED FOR THE APPREHENSION OF DYNAMITERS.

ROSSITER OFFERS \$1,000.

STRIKERS OFFER \$500.

PRESIDENT ROSSITER yesterday offered a reward of \$1,000 for the arrest of the persons who tried to blow up the elevated road. "I attribute this to the work of Albert Johnson's men," he said. "Johnson's influence is indirectly at the bottom of it. Our men are not doing this. The men responsible for this dastardly work should get twenty years in Sing Sing. The strikers repudiate all responsibility for the work, but they will have hard work to prove their innocence." Secretary Williams said that in some of the men arrested the company was approaching close to Mr. Al. Johnson, but Mr. Rossiter said: "We want say anything about that now."

MASTER WORKMAN JOHN N. PARSONS has offered \$500 reward for the arrest and conviction of the persons responsible for the explosion on the Brooklyn Elevated road. "I condemn most heartily the resort to violence," said Mr. Parsons. "If dynamite was used by the strikers the organization repudiates that action. I can not believe that any of our men knew anything about this affair. I do not believe that any person in sympathy with the strikers would resort to such means to help them. Acts of this kind tend only to discredit us in the eyes of the public, and it is the object of the organization to command the confidence and sympathy of the people. I have offered this reward as I am anxious as President Rossiter to see the guilty persons brought to justice. It will strengthen our cause."

High livers must pay the penalty unless they use the marvelous Johnson's Digestive Tablets.